PAGES 9 TO 16.

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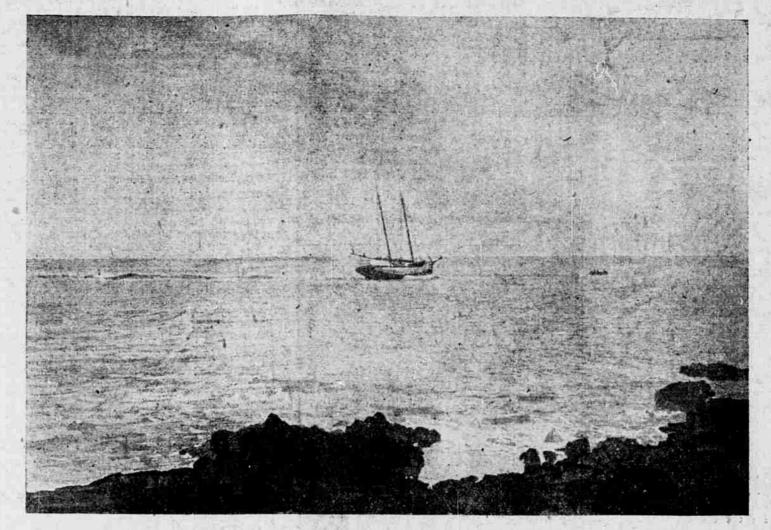
Sold in America.

ALong Smoke for a Nickle

Hawaiian Tobacco Co.'s Stores,

THE NEWS OF THE WATERFRONT

German Tramp Steamship Eva, Now in Port, Might Have Been Sunk in Mid-Pacific By a Thirsty Rat's Gnawing.



SCHOONER SURPRISE ON THE REEF AT KOLOA.

CCORDING to information brought from the Island of Kauai by the steamer W. G. Hall yesterday, there is still v a possibility of saving the gasoline schooner Surprise, which went on the reef at Koloa last Friday, during a severe southwesterly gale.

The place where the Surprise was wrecked is generally entirely free from anything other than the gentlest breezes and the gale which forced the Surprise onto the reef was something extremely unusual. The illustration showsthe Surprise as she now lies, apparently in no very bad condition. She is hard and fast on the coral, however, and there is a great hole in her bottom.

Although it is said that there is still a chance of saving the schooner, the majority of people who know anything about the matter entertain little if any hope of doing much with her. Captain Ward of the schooner Rosamond, who is interested in the Surprise, is now at Koloa, hoping to get her

off the reef. Nearly all of the schooner's cargo has been saved, although there still remains about 3,000 feet of lumber in her hold. Captain Ward is considering either getting a tug to pull the Surprise off the reef or kedging her out without assistance from the outside. None of the crew of the Surprise returned to Honolulu on the Hall, they are with Captain Nystrom and are helping him in every way to save the little schooner, if it is in any way possible. A MAIN AND REPORTED BY A MARKET BY A MARKE

yesterday morning for a supply of time.

during a terrific storm.

very little headway. Captain Peterson ter. to fill up the bunkers.

at sea and kept upon her trip to the clear this morning for Yokohama. Orient she would have soon been flying one. Most of the two weeks since she sailed from the Coast was passed fightthrough which she has passed.

great circle route where good weather utes." is generally met with. She had been out only a day or two when a storm came up from the south. In a very little time the wind increased in violence and the sea became exceedingly rough, 144 deg. west longitude. She still conforce of the storm was so great that the vessel was compelled to proceed at half speed. From a day or two after so ago the Eva was fighting one of

the worst storms of all her experience. Perhaps the worst of the blow was felt on the 21st instant, when the wind Several of the ventilators on the top of the superstructure were badly damaged, one of them being carried away. Heavy iron railings on the starboard side of the steamer were twisted and the door of a cabin was so badly brokplanking to re-enforce it. Several times while the storm was at its height the main saloon was flooded and all entrances had to be strengthened by heavy planking.

to give way almost at any moment. that if the Eva encountered any more rough weather and was delayed much more her coal would give out and the vessel would be in a very serious predicament. The coal with which the steamer left the Coast was only calculated to last thirty days, as, ordinarily, it would only require from twenty-five

Honolulu was the nearest port and Captain Peterson made up his mind to put in here and replenish his bunk-

Several weeks ago the Eva sailed from Portland, Oregon, bound for the Orient. She was only out a few days when it was discovered that she was leaking. She was taking in water at instructions shall appear. the rate of about eight inches an hour,

German steamship Eva, Cap- in hold 4. She was about 150 miles was built at San Francisco, Cal., in tain Peterson, put into this port northwest of Columbia River at the 1883.

coal, having run short while on She put into San Francisco to make her way from the Coast to the Orient repairs and when an investigation was , made it was found that a rat, in search The Eva sailed from San Francisco of water, had gnawed through a lead on the 13th instant, bound for Yoko scupper pipe. Very fortunately the leak hama direct. She encountered severe was discovered in time and very little, gales from the west and southwest, only about fifty bags, of her large cargo quois by Chief Yeoman McGettigan, is however, and was unable to make but of flour had been damaged by the wa- as bright as those preceding, even

realized that if he attempted to pro- The leak was repaired and the ves- itor-in-chief and general manager is ceed upon his way to the Orient at the sel started again for the Orient on the the possessor of a growth of hair of rate that the steamer was going he 13th. The Eva is under charter to the bristons hue has some ning to do with Hongkong Maru-Yokohama. March 23 before he could make Yokohama. He pany of Portland, Oregon. She is own- type. That is what his friends say therefore decided to put into Honolulu ed by M. J. Ibsen of Hamburg. She anyhow. The following is a bunch of was formerly the British steamer Wad-rays from the Binnacle of latest date While the steamer was flying no sig- don, being sold to Ibsen. Yesterday editorial and otherwise: nal of distress when she entered this she took aboard two hundred tons of

Registry of Hawaiian Vessels.

ing a fearful storm, and the Eva still of Hawaii April 12, 1900, and who has bears signs of the rough experiences not since lost the rights of citizenship his official gaze is fixed on a formidathen obtained, may take oath as own- ble vessel She sailed from the Coast loaded er of a vessel of the United States unwith flour for Yokohama, taking the der sections 4131 and 4142, Revised Stat-

> Treasury Department, Bureau of Navigation, Washington, D. C., January

Sir-This office is in receipt of your great waves leaping up onto the decks. letter dated December 6, 1900, addressed When the storm struck the steamer to the honorable the Secretary of the Wilcox. she was in 30 deg. north latitude and Treasury, and transmitting for the de- turn salute, and trust to his good aim partment's consideration an application tinued on her course, however, but the by L. Apana, a native of the Chinese

schooner Kawailani. question as to citizenship in such cases was submitted to the Attorney Genhad increased to a tremendous force, eral, who, under date of the 16th instant, advises this department generally, as well as in respect to the pending application, that any Chinese person who was in fact a citizen of the Republic of Hawaii under its constitution and laws on August 12, 1898, and who has not since that date voluntarily abandoned his citizenship or legally been deprived thereof, is a citizen of

the United States. A record of naturalization submitted shows that L. Apana, of Canton, China, was declared formally on the 5th day of July, 1890, to be a citizen of the Ha-The waves were breaking over the walian Kingdom, the certificate on record being signed by C. N. Spencer, minister of the interior, and being un-der seal. Certificate of Hawaiian registry, No. 244, also submitted, states that the schooner was registered November 19, 1883, by the Hawaiian Gov-

ernment, as a vessel of Hawaii. The Bureau understands that the vessel carried a Hawaiian register in orce on the 12th day of August, 1898; that at the time she was "owned bona fide by a citizen of Hawaii, and continued to be so owned" until her purchase by Apana, to whom she was sold May 29, 1900. Apana, therefore, if a citizen of the Republic of Hawali on August 12, 1898, and if he has not since lost the rights of citizenship he obtain-Inited States, and to receive marine documents for the vessel accordingly, on compliance with the regulations roverning the documenting of vessels f the United States. You will please ake action accordingly.

Official number will be granted by this office in another communication. to be used if no objection to the vessel's registry, in accordance with these

The papers show that the schooner

Collector of Customs, Honolulu, Ha-

The Binnacle's Bright Rays. The last issue of the Binnacle, the paper published aboard the tug Irobrighter. Perhaps the fact that the ed-

Between the West Point hazing case harbor yesterday, if she had remained coal and it is expected that she will and Mrs. Nation, we are oft reminded of the exhilarating mixture. Our poet having joined the canine

scouts in the Philippines, the Binnacle "A native of China who was a citizen will, for a time, be without "doggerel," When Collector Stackable is "after a tug. and that tug is the iroquois,

> Captain Bowman H. McCalla being a particular favorite of the navy's en isted force, his vindication is gratifying to his bluejacket admirers.

Precious as the ointment that dropped from Aaron's beard are the words of congratulation and encouragement voiced by the Binnacle's Mainland readers.

The last gun has been fired at Hawaii's staunch fortification-Delegate We anxiously await his re to demolish the weakened forces of his irate enemies

The Navy Department has ordered Empire, for an official number for the the trial by court-martial at Port Tampa, Fla., of Lieut. B. P. McCormick. You express the opinion that Mr. and Chief Boatswain Dran, for the loss Apana, being a Chinese citizen of the of Navy Barge No. 2 off the Florida Republic of Hawaii, is not a citizen of coast. Lieutenant McCormick com-the United States entitled to receive manded the tug Potomac, towing the marine documents for the vessel. The barge, which was commanded by Boatswain Dran.

Doctor Bagg has been ordered from the Cavite station to the Culgoa. The Adams arrived at San Diego or February 6.

A new international code of signals has been instituted. Commander Todd. hydrographer, gives out the information that during this year either the old or the new system may be used, but on and after January 1, 1902, the new edition only will be recognized. Owing to the untiring efforts of Boatswain's Mate Larsen and his able

sailmaker assistants, our new awning is on the eve of completion.

The Iroquois was in full dress from sunrise to sunset yesterday, Washington's birthday, and at noon a national salute was fired from the Naval Staion battery.

While his shipmates were sorry to lose Bill Foehl's genial companionship, they were pleased to see him transfer-red to the Naval Hospital, Mare Island, to regain his old self.

Vessel Launched.

Sunderland, E.-Messrs. Joseph L. Thompson & Sons, Ltd., launched on January 19 the steel screw steamship Montauk, built to the order of Messrs. T. Hogan & Sons, of Bristol and New York. The principal dimensions are: Length, 330 feet 9 inches between perit would only require from twenty-five to thirty days for the vessel to make the run from San Francisco to Yokohama.

disconnected as entitled to pendiculars; extreme breadth of beam, take oath that he is a citizen of the United States, under sections 4131 and hama.

pendiculars; extreme breadth of beam, 48 feet; depth of hold, moulded, 26 feet United States, under sections 4131 and 10 inches. She is built to Lloyds' highertages are the pendiculars; extreme breadth of beam, 48 feet; depth of hold, moulded, 26 feet United States, under sections 4131 and 10 inches. She is built to Lloyds' highertages are the pendiculars; extreme breadth of beam, 48 feet; depth of hold, moulded, 26 feet United States, under sections 4131 and 10 inches. She is built to Lloyds' highertages are the pendiculars; extreme breadth of beam, 48 feet; depth of hold, moulded, 26 feet United States, under sections 4131 and 10 inches. She is built to Lloyds' highertages are the pendiculars; extreme breadth of beam, 48 feet; depth of hold, moulded, 26 feet United States, under sections 4131 and 10 inches. She is built to Lloyds' highertages are the pendiculars; extreme breadth of beam, 48 feet; depth of hold, moulded, 26 feet United States, under sections 4131 and 10 inches. She is built to Lloyds' highertages are the pendiculars; extreme breadth of beam, 48 feet; depth of hold, moulded, 26 feet United States, under sections 4131 and 10 inches. She is built to Lloyds' highertages are the pendiculars; extreme breadth of beam, 48 feet; depth of hold, moulded, 26 feet United States, under sections 4131 and 10 inches. one deck laid, with a complete shelter deck above this upper deck right fore and aft, and beams are fitted to only main deck height. As the Montauk s intended for trans-Atlantic trade, a arge quantity of water ballast is provided for, the cellular double bottom being increased in depth, and a large deep tank or cargo hold is fitted abaft he engine room. Water ballast is earied in both fore and after peaks. The machinery is of triple-expansion type,

and is being constructed by Messrs, Blair & Co., Ltd., of Stockton-on-Tees. The diameter of the cylinders will be 24, 40 and 66 inches, with 45-inch stroke. Steam will be supplied by two multi-tubular boilers, working at 180 pounds pressure

General Shipping.

Captain McKay, commodore of the Cunard Line, and lately in command of steamship Lucania, retired from active service on January 26. Captain Dutton, of the steamship Umbria, suc-ceeded him in command of the grey-

The British Admiralty Court has awarded to steamer Trocos (Br.), Moses, £5,600 for towing steamer Reresby (Br.) into Bermuda, December 1 last. The Reresby, while bound from Hull for Baltimore, had lost her propeller

at sea.

The London Board of Trade has suspended the certificate of Captain Mc-Kenzie, commander of the steamer Ethlopa (Br.), for the stranding of that vessel on Holy Island, Firth of Clyde, January 11. The steamer floated and returned to Glasgow the same day.

The American Bureau of Snipping classed and rated the following vessels in the "Record of American and For-eign Shipping:" American screw steamers Hawaiian and City of Washington, American ship Diamond Head, American three-masted schooners Seguin and Nellie M, American schooners Oakley C. Curtis and Edith G. Folwell, and the American half-brig L. F. Munson:

Shipping Notes.

At 5 o'clock this morning the Unit-ed States transport Sheridan sails for

At 8 o'clock this morning the steam-ship Zealandia sails for Hilo to load

sugar for San Francisco. The waters of the harbor are litter-ed up with old mattresses, straw, garbage and other refuse from the steamship Zealandia. A stranger would naturally entertain the idea that Honolulu harbor was usually in such a filthy condition. Over near the chan-

nel wharf all kinds of refuse have been washed up along the sea wall. The America Maru will probably arrive from Oriental ports this after-noon. She will sail for the Coast tomorrow.

The Mariposa is due to arrive from the Coast with four days' later news and mail on Saturday. She will sail again for the Coast on Wednesday, March 6. The steamer W. G. Hall, which ar-

rived from Kauai yesterday, reports 45,758 bags of sugar awaiting shipment n that Island. The Hall brought 5,-531 bags of sugar for the steamer American.

The schooner Fannie Adele arrived yesterday marning from Eleele with 300 bags of sugar. She found the weather too rough to allow her to load any more and she sailed from Eleele n Saturday Deputy Collector of Customs George

C. Stratemeyer returned in the Hall yesterday morning from Kauai, In-spector Macauley remained on Kauai to watch for the return of certain schooners, which are supposed to be violating customs regulations. The steamer Kauai will carry no passengers in the future. She has been

set aside as a freight boat. MOVEMENTS OF STEAMERS.

MOVE	MENIS OF SIE	AMERICA.
	ARRIVE.	
Steamers,	From.	Due
America	Maru-Yokohama . -S. F	. March
Rio de Ja	aneiro-S. F	March
Sierra-S.	Peking—Yokohama. F	March 1
Sonoma-	Sydney	March 1
Coptic-9	. F	March 1
Warrimo	okohama o-Victoria	March 1
America	Maru-S. F	March 2

DEPART

1	DEFAIL.	
	Steamers. For. D	ue.
	America Maru-S. F March	1
	Mariposa-S. F	6
	Rio de Janeiro-Yokohama March	6
	City of Peking-S. F March	8
	Sierra-Sydney March	12
	Sonoma-S. F March	12
	Miowera-Victoria March	13
	Coptic-Yokohama March	14
	Gaelic-S. FMarch	16
	Warrimoo-Sydney March	16
	America Maru-Yokohama March	22
	Hongkong Maru-S. F March	23
	Mariposa-S. F March	27

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> TUBBS CORDAGE COMPANY,
> HARTMANN'S RATJEN'S

Paint for iron ships.
WOOLSEY'S AND TARR
AND WONSON'S copper
paint for wooden vessels.
BOSTON & LOCKPORT

BLOCK CO. pulley blocks.